Jim Crow Car Laws- 1932

D.C.

NEGRO PASSENG'RS FORCED TO REAR OF EASTERN BUSSES

11-4-32 Washington Tribune

Large Coach Company Assigns All Colored Passengers to Certain Seats

By CHARLES COOPER

A policy of discrimination is practiced daily by the Great Eastern Coach Company with offices in Washington, D.C., and many other principal cities of the eastern section of the country.

In the company's busses the seats are numbered from 1 to 29, and the driver assigns all colored persons to seats only below 16. This condition was known to be in existence in Southern cities, but last week it was revealed to be practiced in Northern towns also.

At the rest stops in Aberdeen, Maryland, and Oxford, Pa., there are signs directing the colored passengers to rest rooms in the rear. The colored passengers are also made to dine in the rear at Aberdeen.

Many of these busses are hired in the South to transport squads of football players to and from playplaces. I am of the opinion that if the colored people are not good enough to ride on these coaches without discrimination, they should not hire them.

The company also employs porters to work on the coaches. The porters are not paid a salary, but must live off tips which in most cases are insufficient to provide eats for the porter. The drivers o fthe busses are provided with rooms to sleep in, but the porters are not.

Several weeks ago, a North Carolina undertaker travelling from New York City to his home in Durham, was given Seat No. 29, while plenty of seats in the front section of the bus were available.

When colored passengers apply for tickets at the Northern cities they inform them that all seats are reserved, but without fail give them tickets to seats below 16, while quite often only two or three front seats have been purchased. Officials of the company deny this is a discrimination policy, but continue the practice of allotting colored passengers only certain seats.

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PASSENGER EXPOSES ALLEGED JIM CROW TACTICS OF BUS CO.

NEW YORK, Jan. 8.—Philip A. Cameron, 48 St. Nicholas Pl., in a recent communication to Attorney C. Thomas, tells of his experiences on the Greyhound Bus Lines in interstate travel. "I think it is my duty to take steps against this bus line, although I do not have the names of the persons who were riding on the bus at the time. The way the ticket agent and bus driver carried out their plans in which they used to discriminate speaks for itself.

"When I asked for a ticket to New York city the agent marked a check on the stub of my ticket instead of giving me a seat number. When the bus driver collected all the tickets he separated the ones marked with a check, all of which were held by Colored people, and showed these passengers to rear seats."

Question Up to Congress

This situation raises an interesting question, says Mr. Thomas. "The supreme court, in passing upon a similar situation regarding the duty of railroads in interstate carriage of passengers, says that the question whether interstate passengers of different races must have different apartments or share the same apartment is a question of interstate commerce, to be determined by congress alone, and the inaction of congress in that regard is equivalent to the declaration that carriers can, by reasonable regulations, separate Colored and white passengers.

"Has the Greyhound Bus line any such regulation, and if it has, are the accommodations equal? This matter should interest our people in the United States, and it is time that they should call upon their congressmen to bring about some action on the part of the United States congress in prohibiting discrimination on account of race, creed or color on interstate carriers."

SLUMP MAY CAUSE DIXIE RAILROADS, TO STOP JIM-CROW

By JESSE O. THOMAS

ATLANTA, Ga., Apr. 14—At the present time, when there is such a small volume of traffic over the railroads as result of the inroads by the bus and other vehicular transportation, many railroad officials seem to be in the frame of mind to talk in more liberal terms concerning facilities to be accorded Negro traveling public. This would seem to be an opportune time for Negroes to take up the whole question of the accommodations provided for them in this area, which will include both day coach and pullman car, as well as lunch room accommodations at the stations and dining car service.

Most of the roads are operating at a loss, because so few people are traveling. I have made several day trips recently from Atlanta to Birmingham, and Atlanta to Macon and return. Each time I was the only passenger in the car set aside for Negroes. There were less than a dozen white people in the coach provided for them. This meant the hauling of two coaches with accommodations, for less than a dozen and a half people. This is proving very expensive business for railroad representatives.

Negro committees in every city where there are district officials or executive officers of railroad companies should have conferences with the view of presenting the Negro's legitimate claim for consideration on the public carriers in a very forceful manner. I believe it is possible to get some encouraging results, because depression has struck the railroads, also stockholders are interested in dividends, which come from rialroad fares. Anything to maintain or increase the size of those dividends will at least be given a hearing in times like these.

Jim Crow Car Laws - 1932

Negro Woman Is Beaten By White Hoodlum In Ga.

—o—

ATLANTA, Ga., August 5—Beater severely about the face and body by a Georgia white man because she boarded a street car before him, Mrs Correta McClarin was arrested by stalwart guardians of the law and charged with disorderly conduct.

Mrs. McClarin, who is sixty years of age, was boarding a strreet car when the white man, Odel Bearden ran up and attempted to push her back. In doing thio he caused her to bruise herself against the door of the car. Bearden followed her to the rear of thhe car where Negroes are forced to ride and annoyed her the rest of the way to her destination. As she got up to leave the car, Bearden said, "Now I'll get you," and he struck her brutally in the face with his fist, knocking her to the floor. Following this Bearden, according to Mrs. McClarin, jumped on her beating her viciously until a white woman begged him to stop. The moterman then brought the car to a stop and ordered Mrs. McClarin off.

She was questioned by two policemen who overtook the car and when Bearden told the mthat the colored woman had cursed him they let him go. Returning to where they had lleft the aged woman in a terribly battered condition, they arrested her and charged her with disorderly conduct. According to Mrs. McClarin, the arresting officers told her that if they had been in Bearden's place, they would have killed her. In court they denied this statement.

Both the operator of the car and the two policemen were severely criticised for not arresting the white man. Mrs. McClarin's attorney, A. T. Walden, has announced his intention of swearing out a warrant for Bearden charging him with assault and battery.

Several Negroes were on the car and calmly watched the white man beat the aged woman without coming to her rescue. The cowardice and timidity of these Negroes present was further shown when they were afraid to appear in court as witnesses.

Jim Crow Car Laws-1932

LAWYER WINS SUIT AGAINST JIM CROW CAFE

A. M. Burroughs Beats 3-Year-Old Case

Chicago

After three hearings which took place over a period of nearly three years, the suit against Stoner Lunch room for discriminating against two prominent local attorneys came to an end May 15 when a jury in Judge Edward S. Scheffler's municipal court decided in favor of the complainant and awarded $100 in damages.

Suit was brought by Attorney A. M. Burroughs, former president of the Cook County Bar association and a leading Chicago lawyer. Attorney William H. Temple represented Mr. Burroughs at the final hearing and by his intensive cross-examination broke down the weak defense of the restaurant owners.

Manager Hides

The complaint alleged that Mr. Burroughs and State Representative Charles J. Jenkins went to the restaurant, located at 169 N. Clark St., to be served. The waitress took their order and walked into the kitchen where she remained about 15 minutes. She finally returned and informed the guest that "it is the policy of this restaurant not to serve Colored people."

Attorney Burroughs asked to see the manager, but the request was not complied with. After returning to his office the lawyer wrote a letter to Floyd J. Stoner, president of the company which owns the restaurant. Mr Stoner is said to have visited Mr Burroughs in his office and informed him in substance that what the waitress had told him about the restaurant's policy was true. Suit was then entered.

As a defense witnesses for the restaurant said that while it is against the policy to serve other than white patrons anyone would be given service if he insisted.

Attorney Temple trapped Mr. Stoner and the manager of the cafe several times while they were testifying. Both made contradictory statements under the lashing cross-questioning of plaintiff's counsel. The manager said he explained the policy of the restaurant to the patrons, after which they left voluntarily.

When a waitress, chafing under the merciless questioning of Attorney Temple, pointed out a stranger as being Mr. Burroughs, the defendant's case went to pieces. She had sworn she was in the restaurant and saw the manager talking to the lawyer.

Jim Crow Car Laws - 1932

Indiana

EVICTED FROM BUS, HOOSIER ASKS $5,000

Indianapolis Recorder

James Bacon Beaten; Turned over to Evansville Police

9-17-32

EVANSVILLE, Ind., Sept. 16.—Suit for $5,000 was filed in the probate court of Vanderburgh county by James M. Bacon against the Southern Limitie, Incorporated, a bus company operating between Evansville and Chicago, Ill.

Indianapolis Indiana

In his complaint, Bacon alleges that while a passenger he on January 9, 1932 was beaten and forcibly evicted from one of the Southern Limited busses because some white woman objected to sitting behind him after he had purchased a ticket in Chicago.

The complaint also charges that after he was evicted from the bus, Bacon was turned over to pclice in Evansville and kept in jail several hours. Attorney R. D. O'Hara, of Evansville, an associate of Attorney Edwin McKinley Bacoyn of Gary is counsil for Bacon in the case.

Jim Crow Car Laws - 1932

SULICITOR ADVISED THAT BUS COMPANY INSULTED COLORED PASSENGERS

Courier 4-30-32
Pittsburgh, Pa.

NEW YORK, Apr. 28—One of the solicitors for the Greyhound Bus Lines walked into the office of the National Association for the Advancement of Colored People, at 69 Fifth avenue, this week, seeking business for his company and walked right out again—without any business. The solicitor wanted the N. A. A. C. P. to charter Greyhound buses to send its New York delegates to the 23rd annual conference in Washington next month. He was told flatly by Roy Wilkins, assistant secretary, that the N. A. A. C. P. could not use Greyhound buses and could not recommend them to colored people because the Greyhound lines had established a reputation for segregating and insulting colored passengers.

In some cities where the Greyhound Lines operate, the seat reservation system is used and here Negroes are always sold the rear seats over the wheels. In other cities Negroes are forced into rear seats by the bus drivers. On the road Negro passengers are nearly always refused food at the lunch stops of the buses. These conditions were outlined to the Greyhound salesman by Mr. Wilkins, as reasons why the N. A. A. C. P. did not care to charter Greyhound buses.

Higher officials on the Greyhound lines do not know of this treatment, the salesman said. He asked for a letter outlining the complaints of colored people so he could take up the matter with his superiors.

In the letter Mr. Wilkins cited the dozens of complaints which have poured into the N. A. A. C. P. office from Springfield, Mass., to Los Angeles, Cal. He pointed out that the Greyhound lines segregate and insult colored passengers all through the northern and middle western states contrary to law. A Philadelphia colored woman writes that she was forced to ride in a rear seat of a Greyhound bus next to a drunken man although there were empty seats elsewhere in the coach. In Topeka, Kansas, a colored man and his wife refused to budge from their seats and move to the rear as ordered by the driver and so he tried to "freeze them out" by leaving a vent open on them all the way to Kansas City, Kansas—70 miles.

The N. A. A. C. P. at present is preparing to have its attorneys file formal complaint before the Pennsylvania Public Service Commission and ask for a hearing at the state capital on the segregation practiced by the Pennsylvania Greyhound Lines, which is directly against the state laws, the letter stated.

"Under these circumstances," continued the letter, "I am sure you realize that it would be impossible for this association to consider arranging to transport its delegates to a conference, whose purpose is to relieve Negro citizens from segregation by means of chartered buses from a company which has humiliated and insulted them consistently.

"The colored people who are clean, well behaved travelers are becoming more and more of the opinion that their dollars are just as good as those paid by other folk, and they are justly swinging to the policy of spending their money with the people who treat them right. This association through its 325 branches in all parts of the country, would not do anything to deter them in this policy."

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Afro American
Baltimore Md.
7-23-32

NEW YO[illegible]—Summer-time travel for many colored people means bus travel and all attempts, in northern states, to segregate colored passengers should be resisted to the last ditch by the individual passengers themselves, the National Association for the Advancement of Colored People urges.

Most of the bus segregation in northern states exists because a few prejudiced employees of the companies make rules of their own, ignoring state laws, the association declares. In many cases, if the colored passengers would insist on their rights and refuse to allow bus drivers to herd them into rear seats, they could have their rights. Colored people should "sit tight" and make employees forcibly put them off buses or make the company call a policeman to put them off. Then, if any employee or any policeman lays a finger on a regular passenger who is quietly insisting on his or her rights, suit can be filed against the company and damages collected. Ticket stubs should be retained.

Most companies try to "talk rough" and scare Negroes into surrendering their rights, but few employees will dare to go so far as to use violence.

The Greyhound Lines. noted for segregation of Negroes in many sections of the North, has recently issued a general orded to employees warning them not to segregate Negroes, but certain local officials will still try to bluff Negroes if they can do so. The Greyhound company has written the N.A.A.C.P. saying it will take up each complaint forwarded by the organization and try to correct the treatment given colored people.

Columbia Student Is Unpleasantly Treated On Greyhound Line Bus

Pittsburgh Courier
8-27-32

NEW YORK CITY—Riding a Greyhound bus enroute from this city to Greenwich, Conn., Sunday inmorning, Daniel Payne Clarke, student of Columbia University, three times was ordered by the driver to take a "jim crow" seat. He refused each time.

Clarke, who is 21 and working on his master's degree in psychology at the university, was ordered by the driver to take the front seat immediateley upon boarding the vehicle, which at that time was almost without riders.

Sensing an attempt at segregation, the student occupied the seat but momentarily before deciding to remove to a more comfortable location at the center of the bus.

Roughly Given Orders

As he arose to effect the change, Clarke was roughly ordered by the driver to keep the front seat, which he failed to obey, taking the seat at the center. Shortly after, a white woman boarded the vehicle, to be led by the driver to the seat occupied by Clarke, where the driver again ordered the student to vacate the seat in favor of the woman and to take a seat at the rear.

Engrossed in a copy of "The Mysterious Universe" which he had been reading, the student automatically arose from his seat, to give precedence to the woman. Then, realizing another segregation attempt was being made, he again refused to take the seat designated, placing himself one seat in front of the woman. Again the driver ordered him to the rear. Again he refused.

Finds Seat Okeh

Two other white women boarded the bus at a later stop and again the driver led them to the seat occupied by the student, although the rear half of the vehicle was vacant.

"All right, Jack," said the driver, "get out of these women's seat. Take that seat in the back there."

"But I like this seat all right," rejoined Clarke.

"Get out of that seat and go to the rear," again ordered the driver, while the two women stood waiting in the aisleway.

Asserting that the women held no tickets for that or any other seat, the student maintained his seat against the brusque and offensive demands of the driver.

Women Claim Seats

Finally, when the driver became too persistent, Clarke asked the women if they really held ticket calling for that seat, upon which they both replied that they had. The remainder of the riders of the bus had turned in their seats, interested in the controversy and its outcome.

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Not First Case on Line

The student reported the incident to the local branch of the N. A. A. C. P., giving the number of the bus, 3. Similar complaints have been made against this transportation company in all regions of the country, although this vicinity has been fairly free from such attempts.

Clarke is the son of the Rev. and Mrs. Edward A. Clarke of Bethel A. M. E. Church, 52 W. 132nd Street, this city, and was the subject of comment in last week's Christian Recorder, official organ of the A. M. E. Church. He is to receive his master's degree in psychology from Columbia University in June

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Clarke is the son of the Rev. and Mrs. Edward A. Clarke of Bethel A.

Jim Crow Car Laws- 1932

NOTICE TO PEOPLES BUS RIDERS

Argus - 1-22-32

AN EDITORIAL: The Editor of this paper has received several complaints from persons who say that drivers employed by the Peoples Bus Company of St. Louis pass them by at regular stops when there are no white passengers also waiting.

This is to advise any persons who are passed up by the drivers of this bus company to forward their complaint to the Editor of the Argus, 2312 Market street, giving the place, date, and hour of such discrimination, and also, if possible, giving the number of the bus. By doing this, we will be in a position to help break up this sort of practice on the part of bus employees.

Jim Crow Car Laws - 1932

PA. PUBLIC SERVICE GROUP PROBES JIM CROW COMPLAINTS

NEW YORK, Mar. 31—Cases of segregation of colored passengers on the buses of the Pennsylvania Greyhound Lines within the state of Pennsylvania will be laid before the Public Service Commission of the State at a hearing at Harrisburg next Wednesday, March 30, by the National Association for the Advancement of Colored People.

Numerous cases of segregation by the Greyhound Lines all through the eastern states have come to the N. A. A. C. P., but this is the first opportunity the Association has had to present the cases to a state commission. The hearing next Wednesday is to be on the application of the Greyhound Lines for extension of its passenger-carrying privileges in the state.

It is a general practice with the Greyhound Lines to force Negro passengers to take rear seats or the uncomfortable seats over the rear wheels. Sometimes this jim-crow is practiced through the issuance to Negro passengers of numbered tickets for the rear seats. In other cases, Negroes are driven into the rear seats by bus drivers, even though there may be empty seats in the front part of the bus.

Roy Wilkins, assistant secretary of the Association, will present a memorandum to the commission, with affidavits attached, showing that the Bus company has violated the Pennsylvania Civil Rights Act which especially declares that common carriers "That shall refuse to carry in their cars, thus set apart, any person or persons on account of color or race or that shall for any reason compel or attempt to compel any person or persons to occupy any particular part of their cars . . . shall be liable . . . to the person thereby injured or aggrieved in the sum of five hundred dollars."

Permission for the Association to have a representative speak at the hearing was granted by the commission through Louis Tevell secretary.

Pennsylvania branches of the N. A. A. C. P., editors of eastern colored weeklies and representatives of interested organizations as well as individuals have been asked to join in the protest to the Pennsylvania Public Service Commission. Persons who have been subjected to color discrimination on Greyhound Line buses are requested to send to the N. A. A. C. P. at 69 Fifth avenue, New York City, affidavits citing the facts in their cases for subsequent filing with the Pennsylvania Commission.

Philadelphia Girl Wins $1,400 Case

PHILADELPHIA, Pa.—A jury here awarded Miss Cora Mae Hicks $1,400 damages Feb. 3, in a suit arising from injuries she received when caught in the door of a suburban train of the Philadelphia Rapid Transit Company, the injury being received March 30, 1930. Miss Hicks charged in her suit that the conductor negligently closed the door, catching her shoulder and that she was forced to receive medical treatment.

The jury deliberated less than an hour.

Car Conductor, Man Collects $500 Damages

PHILADELPHIA, Pa.—John W. Wynn, 820 N. 47th Street, is $500 richer and the local transit company operators of the trolley lines is so much poorer, as the result of a verdict handed down here awarding Mr. Wynn damages for an assault committed upon him by a white conductor March 22, 1929, at 17th and South Streets, following an argument over fare.

A white law firm refused to fight the case after having it for over a year, but with only one witness for Wynn, it was won by Atty. John Francis Williams. Several witnesses appeared for the conductor.

RESENTED JIM CROW; STUDENTS LEFT BY BUS

Lincolnites who Would Not Take Back Seats, Left Behind.

OXFORD, Pa. — The student body is greatly incensed over the treatme accorded to three Lincoln University students by the Nevins Bus Line which exercised its Jim-Crow policies again last week.

Three Lincoln students, weekending in Washington, D.C., having purchased round-trip tickets from Lincoln to Washington, ran into embarrassment and insults when they reached Baltimore, on their return to Lincoln.

Ordered to Rear

The boys, Nunley Keats, Washington, D.C.; Warren Smith, Flushing, N.Y.. and James Abrams Jersey City, upon reaching Baltimore were ordered by the Nevin's driver to get out and get into the bus standing ahead of the one they had just arrived in.

Upon doing so they were joined b yten or twelve Baltimore Lincolnites, all of whom boarded the bus ahead. But as soon as the collegians got aboard the same driver who had assumed the wheel of this other bus on which the students ow were being seated, ordered the boys to sit in the back, seeing them taking front and other seats which were unoccupied.

Threatened by Cop

All the Lincolnites but one freshman, got out, went inside the bus office, and complained and asked for their money back. By this time the Nevin office had called in a policeman who, shaking his club in the face of one of the students, Alonzo Hilliard, blurted out: "Shut up! You're in Baltimore now and if you don't watch out you'l be sleeping with the roaches!" Hilliar had started a telephone conversation with one of the bus officials relative to the insult and the refunding of their money.

Left at Station

By this time the driver had unceremoniously gotten into his bus, started off for Lincoln and left the students still standing in the bus station demanding their rights.

The clerk at the desk, having called a higher official of the company relative to the state of affairs seems not to have obtained any concrete information either as to what to do or as to refunding the money. It was at this point Hilliard took the receiver and began conversation with the official after which the officer intruded and insulted him.

The af ir ended by the students being unable to have amends made or money refunded. Besides, they were compelled to buy new tickets and return to Lincoln on the Chester Valley Line which has not, so far, segregated the Lincolnites.

NO BACK SEATS ON NEVIN BUS LINES NOW

Driver who Jim Crowed Lincoln Students is Fired.

MANAGER STATES NEVIN POLICY

J.C. Only where Dixie Law Compels It.

OXFORD, Pa.—Jim Crow tactics will not be permitted or tolerated from drivers on the Nevins Bus line drivers, it was learned from the officials of the company following a protest by students of Lincoln University last week.

The protest was filed by C. A. Palmer, student agent of the company at the university after a number of students had been left in Baltimore when they refused to be Jim Crowed by a driver who insisted that they sit in rear seats. Twelve students were forced to return to the school by another means of transportation when the driver refused to cary them.

Palmer, who solicits busines for the company on the campus, went to New York at the company's expense and laid the facts in the matter before William Nevin, white, general manager of the company, who assured him that the driver would be relieved of his position and any other driver who used discrimination will be subjected to a similar fate. He also refunded the cost of tickets to the students.

No Segregation

In a letter to Mr. Palmer, from the company were the following statements:

"We do not segregate on our busses except in the south, where the law compels us to.

If any of our drivers at any time are disrespectful to anyone on account of their color, race, or religion, we do not want him in our employ. We appreciate hearing from anyone in that respect.'

Jim Crow and Unsanitary Lavatories Way Up in Pennsylvania Now.

To the Editor of the AFRO:

On May 30, en route to Conowingo, Md., on the Nevin Bus Line several colored passengers stopped at a rest station, belonging to the bus line, in Oxford, Pa. There were two signs which read "Colored Toilet for Men" and "Colored Toilet for Women." Lavatories are in a most unsanitary condition and could not be flushed. The floor was wet and the odor could be detected at a distance of twenty yards.

I am bringing this to your attention. Colored men wish to wash and refresh themselves as well as members of the white group. Others who were on the bus were Messrs. Vance, Hall, Boyer and Mrs. C. Hall.

LOUIS BOYER.
731 Preston Avenue,
Bryn Mawr. Pa.

Greyhound Lines Persist In Humbling Negroes

The Greyhound Bus Lines, an auxiliary of the Pennsylvania Railroad continues to discriminate against Negroes on its buses operating between Philadelphia and New York City.

The latest reported case is that of Mrs. Frances Gross of 455 Winona avenue, and her husband, Francis Gross, who were forced to ride on the uncomfortable rear seats of bus No. 3083 from New York City during the past week-end.

Having secured round-trip tickets in Philadelphia, when the couple wished to return home they were assigned the rear seats on the flimsy excuse that "all of the other seats had been reserved for passengers who would get on at Newark." At Newark, according to the humiliated passengers, one passenger boarded the bus; thereupon Mr and Mrs. Gross took seats elsewhere in the bus.

Two Bus Lines Segregate Near Lincoln Univ.

Negroes Must Use Rest Rooms in Rear of Restaurant Yard

Oxford, Pa., Oct.—The Chester Valley and Nevin Bus Lines accept the money of Negroes for transportation through the State of Pennsylvania but at their rest station, in this town, which is four miles from Lincoln University, Negroes are forced to use outside toilets while the whites are permitted to go into the Centre Restaurant, where comfortable rest rooms are located for both men and women.

The busses stop here long enough for the passengers to eat in the Centre Restaurant, if they see fit and are white, but the Negroes either must have their own lunch with them to eat in the bus or go hungry, for Negroes are not welcome in the rest room or Centre Restaurant.

Signs over the toilets in the restaurant are marked "ladies" and "men". In the backyard of the restaurant toilets for colored persons are found and are identified by signs marked 'colored ladies' room" and "colored men's room". The latter toilets are of the kind that are found on country farms today. There is no place for Negroes to wash their hands and faces or to refresh themselves. On the other hand, every convenience is found in the rest room for whites.

Jim Crow Car Laws - 1932

TEXAS LEGISLATURE MAY MEET TO JIM-CROW BUSSES

OFFICIALS DISREGARD THE RULING THAT SEPARATION ON THE BUSSES IS ILLEGAL

HOUSTON, Tex., Apr. 14—(ANP)—A decision was handed down a few days ago by the Criminal Court of Appeals of the State of Texas, to the effect "that the Jim Crow law of Texas does not apply to busses," will probably occasion the calling of a special session of the Legislature. How the law-makers of the State have slept all this time on so important a piece of legislation is inconceivable.

The Houston City Council gives [illegible] legislators a cue, if one is needed. Immediately following the decision of the court, the council met [illegible] passed a unanimous vote in favor of passing an amendment to the Jim Crow law, providing that Negroes and whites shall be segregated in busses as well as other types of vehicles.

When the Negro gets to the Houston city line, if he hasn't been already assigned to "special seats," he will be asked to move back into more "comfortable seats, that are separate and equal."

If the Supreme Court should rule in favor of Nixon of El Paso, the Houston Informer and the Freedman in the present case before that tribunal, that will necessitate an additional extra session.

This being the presidential year, these important matters should have immediate attention. It would seem logical that each Legislature ought to have a special standing committee on Jim Crow laws in order to vouchsafe "white supremacy and keep the Negro in his place."

MAY NOT JIM CROW COLORED BUS RIDERS IN TEXAS

AUSTIN Texas—The Criminal Appeals court here has ruled that the Texas law requiring the separate coaches for colored persons in common carrier cars, does not apply to motor buses.

HOUSTON, TEXAS, PASSES JIM CROW BUS ORDINANCE

HOUSTON, Tex.—Without a dissenting vote, the local city council, in session last Monday night adopted a measure specifically pointing out that Negro passengers of buses here must accept Jim Crow accommodations or none.

The quick action of the local solons was taken to counteract a recent decision handed down by the Court of Criminal Appeals to the effect that the Texas Jim Crow law does not apply to passengers in buses. In handing down this decision, the upper court remitted a fine against a woman who had been convicted in a lower court of violating the state Jim Crow law by refusing to ride behind a screen in a bus.

Mayor Monteith requested the city's legal department to prepare the amendment after President Bert Gray of the Houston Electric Company had informed him that some Negroes had insisted upon sitting on certain seats in the buses against the wishes of the bus conductors.